FREIGHT RATE WAR

Belief that the Slashing Will Be-. gin with a Vengeance Soon.

Announcement by the Pennsylvania and the B. & O.-Explanation in Order from President McLeod.

In freight circles a belief prevails that the Vanderbilt lines have been outgeneraled and in such a manner that it will unquestionably lead to a rate war. The Journal has well-based evidence that both the Pennsylvania and the Baltimore & Ohio have been contracting to carry grain from Chicago, Peoria and St. Louis, dating from Feb. 10, on a basis of 20 cents per one hundred pounds, Chicago to New York, and similar offers have been made to shippers at Terre Haute and Indianapolis. There is to be a meeting of the general officers of the Central Traffic and Trunk-line Associations to-morrow, and it is expected the two lines named will then ask that all lines make a 20-cents-per-one-hundred-pounds rate, with a statement that, whether competitors of the Pennsylvania and the Baltimore & Ohio do or not, these lines will make such a rate. Grain merchants in the West and East have been purchasing grain largely the last few cays, with the understanding that the above is to be the rate on

such shipments. Matters Which Need Explanation.

Express circles, some months ago, were surprised that the American Express Company was, without ceremony, thrown off of the New York & New England road and the United States placed on it to do the business. Recent investigation is bringing to light some crookedness which the stockholders are now asking to have explained. The Boston Advertiser of Saturdey says: "The American express contract with the N. Y. & N. E. called for the payment by the former company of \$228,000 per year for express privileges on the roads. Later on after the American Express Company had begun to build up a profitable business on the New England line the United States Express Company came along and offered the New England \$250,000 per annum for the privilege which the American company is enjoying. The N. Y. & N. E. accepted the offer and the American company was thrown off the road. Some six months later it is alleged that the president of the United States Express Company made an arrangement with President McLeod, of the N. Y. & N. E., by which the rental which his company was to pay should be reduced from \$250,000 to \$120,000 per annum. This is \$108,000 less than the American Express Company was paying the company, and \$130,000 less than the United States company was to pay when it went upon the road. Some of the stockholders and bondholders of the N. Y. & N. E. are now making pertinent inquiries as to what consideration the N. Y. & N. E. received for their slashing reduction in

Slight Improvement in Business.

The train records show that in the week ending Feb. 3 there were 596 more loaded cars received and forwarded at Indianapolis than in the preceding week, but when compared with corresponding weeks of 1893 and 1892 the exhibit is unfavorable, in 1893 there being 4,169, and in 1892 6,438 more loaded cars handled at this point. Freight men are unable to explain this light traffic. except through a feeling which has become prevalent with shippers that another east-bound rate war is near at hand. As fully 60 per cent. of the falling off in freight traffic is due to the light eastbound tonnage, it is believed that were rates to drop to a basis of 20 cents per 100 pounds, Chicago to New York, grain would again begin to move. At the present time, it is stated, the shipments of grain are the largest of any February in the last sixteen years. Shipments of flour, stoves, heading, poultry, provisions and live stock compare favorably with corresponding periods for some years past. In westbound traffic there has been a marked improvement in the higher-class freights, yet the tonnage is considerably lighter than at the corresponding period last year. The wholesale dry goods houses and millinery establishments have begun to get in their spring goods, and this is swelling the volume of west-bound business. In the lower-class freights but little is doing, which is taken by the freight men as evidence that the manufacturing industries are still idle. In local business a slight improvement is noticeable. The fact is that a point has been reached where the retail merchants must replenish their stocks, and as the traveling salesmen get out on their rounds again they secure more orders, and, while local traffic is not at its usual volume, it is heavier than last month. Bricks for sewers and other improvements are being shipped in here, and considerable lumber, and as business revives, although but to a limited extent, it naturally increases the out-bound shipments. Below is given the number of cars received and forwarded at this point for the week ending Feb. 3, as compared with the corresponding week of the two preceding years:

C., H. & D. (Ind'p'lis div) 561	887	1,000
L. E. & W	561	465
Penn-I. & V 507	706	818
Penn-J., M. & L 613	821	932
Penn-Chicago div 451	625	296
Penn-Columbus div 1,514	1,681	1,731
P. & EEast div 561	784	1,202
P. & EWest div 577	1,104	1,385
Big Four-Chicago div 1,339	1,827	2,183
Big Four-Cincinnati div. 1,672	2,354	2,481
Big Four-St. Louis div., 1,445		2,266
Big Four-Cleveland div. 1,515	1,841	2,082
Vandalia	2,008	2,265
Total13,580	17,749	20,018
Empty cars 4,001	3,926	4,012
Total movement17,581	21,675	24,030
The Market Control	21,010	A 7, 000

L., N. A. & C., Air-line., 339 416 490

I. D. & W...... 330 378 422

1894. 1893. 1892.

Name of road.

Traffic Notes. The Big Four lines handled at Indianapolis last week 7,112 loaded cars, an increase over the preceding week of 163, but 2,717 fewer cars than in the corresponding week

Freight traffic with the Cincinnati, Hamilton & Davion is improving, last week the road handling at Indianapolis eighty-three more loaded cars than in the week ending The Louisville division of the Pennsyl-

vania lines, as for some weeks past, continues to show an unprecedentedly light freight movement, last week bringing into Indianapolis but 235 and forwarding 378

Freight traffic east and west bound is seldom as evenly divided as at present. In the week ending Feb. 3 the Panhandle brought in 749 and forwarded 765 loaded cars; the Vandalia brought in 888 and forwarded 801 loaded cars.

The four divisions of the Pennsylvania lines last week handled at Indianapolis 3,-085 loaded cars, an increase over the pre-ceding week of 111, but 748 fewer than were received and forwarded at his point in the corresponding week of 1893.

The empty-car movement last week was heavier westward than in the week ending Jan. 27, which is taken as evidence that a move is on foot to get more business. The Chicago and St. Louis divisions of the Big Four last week handled west 887 empties. While the business the Lake Erie & Western is doing may seem rather limited, this road has, in the last six months, come nearer holding its own as compared with former years than any Indianapolis line. It should be borne in mind that nearly every pound of outbound through freight it gets has to be solicited, the L. E. & W. having no Western or Southern feeder, as has every other north and east line out of Indianapolis, and the business it does under the circumstances is a surprise. The In-dianapolis, Decatur & Western is another road which has to fight hard for business. Crops on its own line last year were a failure, and at all junction points where it gets business it has the sharpest competition to fight, as at nearly all such junc-tion points there is a Chicago outlet.

Personal, Local and General Notes. The Chicago & Alton on Saturday declared a 2 per cent, quarterly dividend on both its preferred and common stock.

W. F. Mapes to-day takes the ticket agency of the Vandalia at Marley. As a freight station it has been discontinued. The Baltimore & Ohio Southwestern has issued a neat calendar for the year 1894 as a reminder that the lines are open for business the year through.

Negotiations are pending which will probably result in the Nickel-plate fast freight line sending business out of Indianapolis over the Lake Erie & Western. J. B. Harter, who, on Friday, resigned as superintendent of the Chicago & Southeastern, contemplates retiring from railroading and going into business in Indian-

Work will go back to the shops, and B. S. Snyder and M. Bowker again go on the The local union at Terre Haute of the American Railway Union is but two weeks old; yesterday it reached a membership

of 134, and there were sixteen applicants It is stated that the question of consolldating two divisions of the Pennsylvania lines on the Western system under one superintendent as an economical measure, is still being considered.

It is given out officially that the Wabash Railway Company, in case a further reduction in expenses becomes necessary, will reduce the force of employes and leave wages undisturbed. Large blocks of stock of the Big Four,

the Michigan Central and Lake Shore are changing hands of late, and it is stated that the Vanderbilts are strengthening their hold on the three properties. Wm. Green, general manager of the Cincinnati, Hamilton & Dayton, has gone East

for a few days to consult with President

Woodford, among other things as regards

proceeding with their improvement at this The Pennsylvania Company, at several of its most important points, has cut down expenses by letting the switching crews in the yards lose one and a half days each week until business improves, in that manner keeping along without discharging

The Pennsylvania has a large force of men at work on the Pittsburg, Virginia & Charleston division, grading for a double track. The work had been suspended until last week since the depressed times came on; now the work is to be pushed, expecting that by Nov. 1 the road will be double-tracked to Monongahela.

While Thomas Noonan, general manager of the Central States Dispatch, was East it was settled that the Continental line shall withdraw from Indianapolis, Peorla and Terre Haute on March 1, sending the business west over the Baltimore & Ohio Southwestern, leaving this territory to the Central States Dispatch. Both lines east of Cincinnati send their business over the Bal-

timore & Ohlo. President Jeffery, of the Denver & Rio Grande, has restored the salarled men in the general offices to the basis which was in force prior to the voluntary reduction that went into effect last September, and on the 1st of next month the wages of other employes will be readjusted, the restoration leaving the wages of men in the different departments on a more equit-

C. B. Ryan, Western general passenger agent of the Chesapeake & Ohio, corrects an item which appeared in the Journal of Saturdey. He writes: "We have never had collectors on the entire line of the C. & O., but they were started on the line between Cincinnati and Clifton Forge, and afterwards the system was extended to cover the Lexington division, between Ashland and Lexington, Ky. They were withdrawn from the latter division recently, but there is no intention of withdrawing them from the line between Cincinnati and Clifton Forge,"

George B. Sherman, general manager of the Vandervilt fast freight lines, has just completed his thirtieth year of service with fast freight lines operating over the Vanderbilt roads. He began at Louisville as clerk of the agent of the Merchants' Dispatch; in 1868 he was made agent at that point; in 1871 he was appointed Southwestern agent of the Dispatch; in 1882, general Western agent; in 1884 he was appointed general manager of the Red Line, and, in 1885, general manager of the White Line, Red Line and Midland Fast Freight Line, operating over the Vanderbilt system, which position

THE COURTHOUSE TERRACE.

It Makes the Building a Thing of Beauty, and Should Not Be Tampered With.

To the Editor of the Indianapolis Journal: It is a good thing that our County Commissioners are sensible men, otherwise our courthouse might be in danger. The fact that a man, and a stranger in town, can actually raise a party for pure destruction shows that in spite of all that we hear about progress and culture, our people have a body of annihilators, as ready to commit havoc, as the famous "breakers" of 1565, in Holland, who, in seven days' time, abolished the splendid architecture of the Netherlands, so that Holland is destitute of its thirteenth-century architecture, the most beautiful in the world. The next thing to be proposed will be the removal of the terrace and coping around the Statehouse. Probably architects could be found to recommend that. Unless an architect has shown in his works that he knows something, his opinion is worthless. Every one knows that architects are the one class who cannot do what is expected of them. Their windows and doors come out wrong, and their works look ugly. We have very few fine works of architecture in America, and our courthouse, as it stands on its terrace, is one of them. Take away that terrace and the thing will look like the work of our mediocre architects. The propensity to cart dirt around the streets is unac-countable. We are building a manual training school. It is situated on one of the few natural eminences in the town. That eminence would have made a beautiful terrace. A handsome stone coping and stone steps would have cost less than the removal of the eminence. Its removal has strewn dirt from one end of the city to the other, and wears out the asphalt in a fashion to make taxpayers shudder. A smart architect would have designed a building on a terrace, and nothing so sets off a town as a few elevations, here and there, in the shape of terraces around public buildings. Every rise of land in the city should be left, to give variety to our streets.

MARY DEAN. Indianapolis, Feb. 3.

"Hind Sight."

(Air, "Yankee Doodle.")

One year ago We struck the blow For Grover and Free-trading, With loud acciaim With streets aflame.

With marching and parading. "Grover, Grover," was our cry, 'Four years more of Grover, With the Free-trade flag on high. Then we'll be in clover.'

We little thought The fight we fought And won,—delusive clover, Would bring, instead, But paupers' bread To men who cried for Grover. "Grover, Grover," was our cry, "Four years more of Grover," With the Free-trade flag on high,

The soup house is the clover. They told us then We workingmen Were robbed by laws unfeeling:

No man to-day Has that to say. 'Tis workingmen are stealing,-Stealing rides from town to town, Thinking still of Grover;

Every freight is loaded down, But none can find the clover. They told us, too, How well they knew

'Twas for our great promotion That goods should be Admitted free From lands beyond the ocean. A million hungry men, since then,

Colored Clerk in Government Service.

Have thought the whole thing over. They'll have their say another day. And 'twill be "good-bye" Grover. -M. O'D., in American Economist.

New York Evening Post. It seems not inappropriate to mention in connection with these gains for women corresponding recognition of the rights of negro citizens, which the report also enumerates. Previous to the Harrison administration there had never been a colored woman employed as a printer's assistant in the Bureau of Engraving and Printing; the first one was certified in February, 1890. Up to 1889 there was but one colored clerk in the Treasury Department. Since that time there have come into the auditor's department five colored clerks and a colored chief clerk, with a salary of \$2,000. Of these four have been promoted in grade and salarles since first appointed. The treasury has also two negro immigrant inspectors and a chief of division. In the Interior Department the recorder of the General Land Office is a colored man at a salary of \$2,000. There were employed at the end of 1892 in the executive departments and other branches

or socially disqualified by sex or by color. Overstocking the Market.

of the government service in Washington

2,393 colored people, whose annual salaries aggregated \$1,376,621.98. Apparently merit has become an "open sesame" to two classes of citizens alike—those politically

New York Tribune. The importation of 229 jackasses into this country in the existing political conditions seems like overstocking the market. Gov. Waite, of Colorado, and Governor Lewelling, of Kansas, have had two or three setbacks lately, but there is no reason to believe that either of them is getting lone-

NEWS IN SUNDAY'S JOURNAL.

Resume of Events Chronicled in the Issue of Feb. 4.

President, Carnot, of France, is ill with Sixty-two fourth-class postmasters were appointed yesterday.

Fire destroyed nearly half a million dollars' worth of property at Omaha. St. Paul has a sensation-the arrest of three city officials on a charge of bribery. The friends of Dr. Nansen, the Arctic explorer, entertain grave fears for his safety. A riot occurred in London, caused by an attempt by the police to disperse a mob of unemployed.

There is said to be a serious split in the Brifish Cabinet over the question of a protectorate in Uganda. The silver question has again been brought before the House through the reporting of the Bland seigniorage bill

The House again debated the Hawaiian

affair, Congressman Rayner making a speech denouncing Stevens's action. Documents have been seized at Nice, Italy, which disclose that there is an international compact among European Anarchists. The case of Dr. Lalor Burtsell, a continudecided adversely to the priest by Rome. The House appropriations committee re-ported the sundry civil bill. It appropriates

appropriation for 1893-4. A gigantic conspiracy, whereby the government was to be robbed of thousands of dellars in customs dues on tobacco importations, has been disclosed.

(From Sunday's Second Edition.)

Aiding the Rebels. (Copyrighted, 1894, by the Associated Press.) RIO DE JANEIRO, Feb. 3.-The excitement created in this city and harbor by the action of United States Adimral Benham, a few days ago, in firing upon one of the insurgent Admiral Da Gama's war ships in order to teach the revolutionists the lesson that they must not wantonly bombard vessels carrying the stars and stripes, had not died out when a fresh sensation was created yesterday by the summary selzure of a British tug by order of Peixoto. The English friends of De Mello and Da Gama, it has been asserted and reasserted, have

ago in the harbor, by which party of English sailors were killed, was not due to the fact that these soldiers were just then engaged in manufacturing dynamite for the rebel army, and they insist that the explosion was caused by an order from Pelxoto to throw a shell into the midst of the dynamite manufacturers and put an end to their attempt to aid the in-

The boat captured by Peixoto's men is the tug Cardiff. She is the property of an English coal company. She sailed from Cardiff on Nov. 2, and touched at St. Vincent Nov. 24, and arrived here some days ago. She was loaded with coal, which she promptly proceeded to dicharge, and has since remained in the harbor. Shortly after she left the wharf at which she had been loading, with a cargo about which her men were reticent, she was overhauled by one of Peixoto's boats. With some re-luctance her captain obeyed the order. The Brazilian officials promptly went aboard, despite the vigorous protests of her cap-tain. The Cardiff, it was then found, was taking the dynamite to the insurgent war ship Trajano, which is lying just outside the entrance to the bay.

Informing her captain that he had been detected in the act of smuggling the explosive aboard a vessel belonging to the enemies of the government, the Brazilian officers compelled him to return to the wharf, where the dynamite was taken ashore and put in possession of those loyal to Peixoto. The matter was reported by the captain of the Cardiff to the British officials, but nothing has so far been done except the cabling of the captain's state-ment and of Peixoto's reasons for making this seizure to the home government. The action of Great Britain over this incident is awaited with a good deal of in-terest and anxiety. The English residents here are disposed to condemn Peixoto, and to grow indignant over what they term the ill treatment of the Cardiff's captain, but in all other quarters Peixoto is considered to have been fully justified in doing as he did. Outside of the English colony Great Britain's pretense about observing the neu-trality between the belligerents receives little credence, and people cannot imagine how she will be able to explain so violent a breach of faith with Peixoto. It is believed here that the rebel war ship Republica is hovering around the coast near Santa Cruz, and that she will in a very short time try

Secret of Gowdy's Visit to Ohio. CLEVELAND, O., Feb. 3 .- A special to the Plain Dealer from Columbus says: "The secret of the visit to Columbus of John K. Gowdy, chairman of the Indiana Republican State executive committee, is no longer a secret. The fact is that Chairman Gowdy is an accredited messenger and minister from ex-President Harrison and that he carried with him assurances of good will and substantial aid in the Governor's coming fight for the presidential nomination two years hence. Harrison does not want the nomination and would not accept it, and so he has informed Governor McKinley. Since his great bereavement he has no ambition except to live a useful and dignified life, devoted to his profession and his studies, and furthermore, he believes that he could not survive the worry and work of another campaign and term as President."

to land troops.

Another story that does not consist with the above "secret" was printed yesterday as a special dispatch from Columbus to the Cincinnati Commercial Gazette. The correspondent says: tee of Indiana, paid a visit to Governor McKinley. The object of his visit was to secure the presence of Governor McKinley as one of the attractions at the nieting of the Lincoln League Clubs of Indiana, to be held at Indianapolis on the 13th of February, in commemoration of the birthday of Abraham Lincoln. The mission of Captain Gowdy was not successful, for Governor McKinley declined the invitation. The reason why Governor McKinley declined the invitation to speak at Indianapolis is because Indianapolis is the home of General Harrison. It is not to be inferred from this declaration that there is any bad blood between Gov. McKinley and ex-President Harrison. On the contrary, the relations between them are of the most friendly and cordial character. * * * The declination of Governor McKinley to speak in Indianapolis on Lin-coln day was prompted by the desire of one possible candidate for the presidency to refrain from any appearance of encroaching upon the domain of another possible candidate for the presidency. This was the explanation that Governor McKinley made to Captain Gowdy, of Indiana. Captain Gowdy saw the force of it, and regretfully

accepted the Governor's declination." Don't Want Their Salaries Reduced. PITTSBURG, Feb. 3.—J. B. Corey, a wealthy coal operator of Pittsburg, and a political economist of some local distinction recently wrote letters to President Cleveland and members of both houses of Congress, proposing as a remedy for the existing depression of business, a reduction of salaries of all government officials from the chief executive down. He has received many responses, but no one has yet shown a willingness to go on record as the sponsor of the peculiar kind of economic government advocated by Mr. Corey. Congressman Reed's reply was characteristic. He simply said: "Your communication to hand Jan. 10. It seems to me rather cheeky to ask a man to reduce his own sal-Senator Sherman raised the point of con-

stitutionality. He did not think the salary of a government official could be legally reduced after the official had taken his of-Mr. Springer coincided with Senator Sherman as to the constitutionality of reducing salarles after a term of office had begun. Mr. Wilson thought the remedy for the hard times lay in the revision of the tariff laws. He did not see that the proposition would better the condition of affairs so long as the McKinley bill remained on the stat-

Secretary Carlisle did not touch on the question at issue, but sugested the issue of government bonds as the proper prescription for the present national disease. Mr. Tom Johnson did not agree with Mr. Corey's doctrines. He thought the single-tax theory and a reduction of the number of officeholders-not salaries-would solve the problem of national economy provided sweeping reductions were made in the

Fayette County Delegates. CONNERSVILLE, Ind., Feb. 3.-An enthusiastic mass meeting of Fayette county Republicans was held in Root's Hall, this afternoon. Hon. T. M. Little was made chairman and J. H. Fearis secretary. The

delegates to the State convention are among the foremost party leaders and are as follows: Hon. James N. Huston, R. A. Durnan, L. D. Dillman, Charles Mount, Reuben Conner, Wilson Ball, William Stoops, Ambrose Williams, William Holland, Hon. Milton Trusler, John Wooster

Young, G. C. Florea, John Thomas, Samuel Green, Simon Joseph, Daniel Kershner, William Rudy, J. C. Bryson, Dan Hall, Thomas McBurney, Eli Griffith and John Lockhart. March 5 was agreed on for nominating the county officers by popular vote. Hon. John L. Griffiths. of Indianapolis, delivered a rousing speech.

Ives Won the Last. CINCINNATI, Feb. 3.—The billiard tourn-ament closed to-night. The purse of \$1,500 offered by the Brunswick-Balke and Collender Company and the net gate receipts were divided among the contestants. The receipts clear of all expenses, equaled \$1,500, according to President Bensinger's statement. This will give Ives \$1,500; Schaefer \$900 and Slosson \$600. Schaefer to-night accepted an offer of \$4,000 to make a three months' foreign tour. The offer is from Kastur & Co., the agents of the Brunswick-Balke-Collender Company at Paris Schaefer and Ives leave at once for Boston where they will meet Slosson, who preceeded them yesterday. Score:

Ives—4, 0, 58, 87, 4, 52, 2, 0, 33, 58, 42, 19, 1, 0 11, 5, 2, 6, 49, 4, 163—Total, 600. Schaefer—2, 3, 22, 16, 41, 59, 8, 68, 41, 0, 6, 1, 0, 8, 65, 40, 0, 5, 37, 12—Total, 434. Highest runs—Ives, 163; Schaefer, 68. Average—Ives, 28 3-7; Schaefer, 21 7-10. Forged Death Certificates. JEFFERSONVILLE, Ind., Feb. 3.-An in-spector named Speers, of the Prudential ation of the McGlynn controversy, has been | Insurance Company, has been in the city for several days inspecting the business of the company, and to-day it is stated that Frederick Becht, of this city, who has been local superintendent, is short in his ac-counts about \$1,000. Becht-left town several \$33,000,000, which is \$9,000,000 less than the days ago and has not been heard of since. It is asserted that Mr. Becht forged death claims against the company, using the names of Drs. Henning and Walker. Dr. Henning was shown one of the certificates and emphatically denied that it was his signature. There are four certificates with Dr. Walker's name signed to them. One of the certificates is of a colored woman named Eddington, who has been sick but is now well. The officials are unwilling to

give the exact amount of the shortage. Experiences of a Tariff Reformer. NEW YORK, Feb. 3.-The New York Board of Trade and Transportation gave its annual banquet this evening at the Waldorff. Among the speakers was Chairman Wm. L. Wilson, of the ways and means committee, who responded to the toast: 'The Experiences of a Tariff Reformer.' He spoke briefly, concluding as follows: "I presume I may say of tariff reform the not only given rifles, powder and ball to the insurgent sailors, but have gone so far as to attempt to supply them with dynamite. Pelxoto rule as in any other case, because the law and his advisers have for a long period held no discrimination as to person. So, I felt a good deal of anger on this point, and suppose, the experiences of a tariff reformthe Brazilians who favor the government er are exactly the same as any other man's cannot be persuaded that the explosion who undertakes to reform in this world."

Fast Skating at Montreal. MONTREAL, Que., Feb. 3.-Nearly 7,000 people attended the annual race meeting of the Canadian Skating Association this after-noon. The weather was everything that could be desired, mild, yet not enough to affect the ice. The track was a quarter of a mild and the ice was perfect. J. S. Johnson, of Minneapolis, was the hero of the day, although the crowd was partial to Donoghue. However, when Johnson showed them what he could do he was applauded to the echo. He commenced by nipping seconds off in the 220 yards, which he won in 20 3-5 seconds, the previous best time for this distance being 21 3-5 seconds. He also won the half-mile race in 1:41% and the mile event in 3:03. Donoghue won the fivemile race in 16:11.

Must Be a Populist. DENVER, Feb. 3.-Col. A. S. Fisk today sent an open letter to Senator Boyd, who referred to him as a man who never earned an honest dollar, in which he says the Senator possesses the combined attributes of the ass, the hog, the polecat, the adder and the snake. He also brands the Senator as a coward and a poltroon. The Senator wrote the Colonel a quasi letter of apology for his remarks in the Senate, and the Colonel would have let the matter drop there had not the Senator declared in an interview that he had retracted nothing.

Voorhees's Tariff Policy Opposed. WASHINGTON, Feb. 3.-Republicans of the Senate finance committee are not inclined to concede the point taken by Chairman Voorhees and other members of the committee that the tariff bill should be hastily disposed of in committee. Senator Aldrich, who had charge of the McKinley bill in the Senate, said to-day that, so far as he was concerned, he would demand very thorough investigation of the merits of the bill and ask that exhaustive hearings be given by the committee to the interests affected by the bill.

Ate a Poisoned Pie. COLUMBUS, Ind., Feb. 3.-Maud Taylor, daughter of Mr. and Mrs. John Taylor, residing at Taylorsville, came near dying last night as the result of eating poisoned pie. Her mother baked a number of pies, among which was a small one, a part of which the daughter ate on returning from school. The mother had sprinkled on the ple a quantity of arsenic, and intended to place the same in the cellar for troublesome rats. A physician with some diffi-culty saved the life of the young woman.

Atlanta and the G. A. R. ATLANTA, Ga., Feb. 3 .- The Constitution will publish to-morrow letters from many prominent editors, Republicans and Democrats, of the North and West, most heartily approving the invitation which has been extended by the city of Atlanta to the Grand Army of the Republic to hold its annual reunion of 1895 in this city.

The Majority Made a Mistake. Baltimore Sun (Dem.)

Democrats are pledged to the cause of tariff revision. They are not so pledged to the imposition of an income tax. The Chicago platform, which promises a reduction of duties, is entirely silent upon the subject of an income tax. Tariff reform has been discussed in every campaign and from every hustings since 1888. The income tax has never been agitated or debated before "A few days ago Capt. John K. Gowdy, election. We think the Democrats in the chairman of the Republican State commit- | House made a mistake in linking the two measures as one.

The most astonishing results in healing wounds have been shown by Salvation Oil

We Offer You a Remedy which Insures Safety to

Life of Mother and Child. MOTHER'S FRIEND"

Robs Confinement of its Pain, Horror and Risk.

Afterusing one bottle of "Mother's Friend" I suffered but little pain, and did not experience that weakness afterward usual in such cases.—Mrs. ANNIE GAGE, Lamar, Mo., Jan. 15th, 1891. Sent by express, charges prepaid, on receipt of price, \$1.50 per bottle. Book to Mothers mailed free. BRADFIELD REGULATOR CO., ATLANTA, GA. SOLD BY ALL DRUGGISTS.

and, bearing in mind the adage that "the early bird gets the worm," you should make your announcements NOW. Advertise what you have for sale and customers will There is no doubt about it!

Gives every business man a chance to reach the BUYING, Nickel-plate lines is to be abolished as an economical measure. C. W. Poole, one of the men who has held the position, and N. Cures rheumatism. Get only Hood's, and N. Cures rheumatism. Get only Hood's and N. Cures rheumatism.

\$2



COPY OF STATEMENT OF THE CONDITION

— OF THE —

PHENIX INSURANCE COMPANY

On the 31st day of December, 1893. Located at No. 16 Court street, in the city of Brooklyn, county of Kings, and State of New York.

GEO. P. SHELDON, President. CHARLES C. LITTLE, Secretary. The amount of its capital is. \$1,000,000
The amount of its capital paid up is. \$1,000,000 THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Real estate unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed. 3,873,937.00 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance. Debts for premiums..... 118,577.92 15,785.34 All other securities..... LIABILITIES.

State of Indiana, Office of Auditor of State: I, the undersigned. Auditor of State of the State of Indians, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company on the 31st day of December, 1893, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 27th day of January, 1894.

J. O. HENDERSON, Auditor of State.

The greatest amount insured under any one risk is \$50,000, but will not, as a general rule, exceed \$10,000.

COPY OF STATEMENT OF THE CONDITION

-- OF THE -

DELAWARE INSURANCE COMP'Y

On the 31st day of December, 1893.

Located at Third and Walnut streets, Philadelphia. HENRY LYLBURN, Secretary. TATTNALL PAULDING, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Real estate unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value. 973,814,50 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance

153,200.00 Debts for preminms..... 153,115.11 All other securities..... Total assets \$1,495,726.98 \$20,439,23 165,832.00 7,672.00 All other claims against the company.

Amount necessary to reinsure outstanding risks. 19,802,84 468,594.16 Total liabilities..... The greatest amount in any one risk, \$15,000.

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct. copy of the statement of the condition of the above-mentioned company on the 31st day of December, 1893. as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 31st day of J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION - OF THE -

The Life Insurance Company of Virginia

On the 31st day of December, 1893. Located at Main, corner Ninth street, Richmond, Va. JAMES W. PEGRAM, Secretary. G. A. WALKER, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.... \$63,970.66 Real estate unincumbered 11,003.87 556.727.43 110,385.76 is mortgaged, and free from any prior incumbrance..... Deb:s otherwis + secured..... Debts for premiums
All other securities Amount due to banks or other credit rs..... Losses unadjusted reported—no proofs.

All other claims against the company—prepaid premiums, interest

Amount necessary to reinsure outstanding risks 15,275.00

The greatest amount in any one risk, \$10,000, State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 31st day of December, 1893, as shown by the original statement, and that the said original statement is now on flie in this office. [SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 30th day of sanuary, 1894.

Total liabilities...... \$717,102.22

COPY OF STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE Prussian National Insurance Company

On the 31st day of December, 1893.

Located at No. 315 Dearborn street. Chicago, Ili. THEO. W. LETTON, General Manager. Home Office: Stettin, Germany. THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.

Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value Debts for premuims..... Total assets..... \$763,509.22 LIABILITIES. Amount due to banks or other creditors..... \$7,593 48 24,328-72 Losses adjusted and not due

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 31st day of December, 1833, as shown by the original statement, and that the said original statement is now on the in this o lice.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 30th day of January, 1894.

J. O. HENDERSON, Auditor of State,

> COPY OF STATEMENT OF THE CONDITION - OF THE -

Is what you are after, New Hampshire Fire Insurance Co.

On the 31st day of December, 1893.

Located at No. 876 Elm street, Manchester, N. H. JAMES A. WESTON, President. JOHN C. FRENCH, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLL : WS: Real estate unincumbered.

Bonds owned by the company, bearing interest at the rate of - per cent, secured

as per schedule filed, market value. 1,120,348.47

Loans on bonds and mortgages of real estate, worth double the amount for which the same is Total assets \$2,102,564.46 LIABILITIES. Losses adjusted and not due 52,480.00 2,5 0.00 Losses in suspense, waiting for further proof. Total liabilities...... \$927,914.80

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of S ate of the State of Indiana, hereby certify that the above is a correct copy of the statement of the con lition of the above-mentione; company on the 31st day of December, 1893, as shown by the original statement, and that the sail original statement is now on file in this office. [SEAL.] In testimony whereof. I hereunto subscribe my name and affix my official seal, this 30th day of January, 1894.

THE SUNDAY JOURNAL

Will be sent by mail to any address for

PER ANNUM.

\$3